

bille companies.
The Federal safety regulations almost certainly will accelerate safety legislation in many states and push the industry into making safer cars, despite the proportionately small purchases by the Government.

Previously the Government had set much more modest safety requirements.

The General Services Administration intends to buy nearly 38,000 vehicles in the 1966 fiscal year. In addition, the Army annually purchases 15,000 commercial type vehicles, such as sedans and pick-up trucks.

These and other purchases by the Armed Forces push the annual Government acquisitions to more than 60,000 vehicles.

Discussing the new regulations, a spokesman for the manufacturers in Detroit said by telephone:

"Representatives for the industry have been working with the G.S.A. in developing these standards and motor vehicle manufacturers in general will be able to comply with the new regulations."

Most of the regulations were not so tough as the manufacturers had feared, and did not require them to introduce anything drastically different. But the principle involved seemed to fit them. They privately expressed fears that the Government would start to dictate and restrict design in a market where styling was important.

Beside the exhaust fume and steering wheel requirements, the General Services Administration called for the following features:

Stronger seat-belt anchorages for all seat locations, two in front and three in back; padded dashboard and sun visors; recessed dashboard knobs and levers; safety door locks and hinges; strongly anchored seats; safety glass in windshields and windows, and a "four-way flasher" system that simultaneously flashes tail and parking lights when a car moves onto a road shoulder.

Also, a dual braking system, so if the driver loses two brakes the other pair will work; standard bumper heights; standard automatic gear shifts (park, reverse, neutral, drive, low, in that order); dual-speed windshield wipers and washers; dashboards treated to reduce glare; safety tires and rims; backup lights to warn pedestrians and approaching cars that the auto is in reverse, and outside rearview mirrors.

Some of the new requirements, such as safety glass, are already standard on all American cars. Others, such as dual braking systems, dual-speed wipers and washers, outside rearview mirrors and glare-reduction surfaces on dashboards, are standard on higher-priced autos and may be purchased for cheaper models.

Auto industry spokesmen said that "there is no inclination" on industry's part to absorb the cost of the added safety devices. This raises the question of whether the Government will pay extra for the safety features.

The General Services Administration is allowed to spend \$1,500 for standard sedans and up to \$1,750 for station wagons. The average price it pays for a sedan is \$1,350. Will it ask Congress to raise the price limit for safer cars?

"The responsibility lies with the industry," a high G.S.A. official said.

Several times at once. He did brilliantly at Yale (B.A., "prima academica honoris," 1928). He became a partner in a first-rate downtown law firm, Cravath, Swaine & Moore, only nine years after his graduation from Yale Law School. He was among the most highly regarded members of Washington's "Little Cabinet" of officials of rank lower than secretary. He is also prominent in social circles (and his wife says he belongs to the cream-of-the-cream of ballroom dancers.)

He Chided Joint Chiefs

Despite—or perhaps because of—these augustly conventional credentials, Mr. Gilpatric has been known to lodge criticism with highly unconventional directness.

Thus 13 years ago Mr. Gilpatric, then Air Force Under Secretary, jolted a Congressional committee by remarking that the Joint Chiefs of Staff were so ineffective that they had to toss a coin to decide a controversial issue.

During his tour as Deputy Defense Secretary, he was again embroiled in controversy—notably over the TFX aircraft—but he was said to be as smooth in an argument as on the dance floor.

Dressed in dark suits of excellent cut, Mr. Gilpatric presents a tall and handsome figure in the corridors of the Pentagon and Manhattan's financial district.

Poised himself, Mr. Gilpatric admires poise in others. He once described President Kennedy as "a very cool guy."

Father Was a Lawyer

Although Defense Secretary Robert S. McNamara makes a point of starting work by 7:30 A.M. on a busy day, Mr. Gilpatric used to insist: "I've never been quite that good. Eight A.M. is my earliest."

Mr. Gilpatric's ancestors came from the North of Ireland and his father was also a partner in a law firm. He was born in Brooklyn, Nov. 4, 1906, and was graduated cum laude at Hotchkiss before going on to Yale.

A prominent lawyer by the start of World War II, Mr. Gilpatric concentrated on corporations engaged in war production. His deft touch with a defense contract evoked admiration in Washington and he was called to the Pentagon as a consultant when the Korean war began in 1950.

President Truman made him Assistant Secretary of the Air Force the following year and promoted him to Under Secretary five months later.

Opposing Views Voiced

Admirers regarded Mr. Gilpatric as a wizard at forestalling bottlenecks in aircraft production. Critics said he rode needlessly roughshod over the military.

When Dwight D. Eisenhower moved into the White House, Mr. Gilpatric returned to his private law practice. However, he indulged his pen-

in 1958. At two years later he helped advise John F. Kennedy on defense issues during the Presidential campaign. He then forsook his law practice—which was reported to be earning \$120,000 a year for him—for the \$22,500 post as deputy to Secretary McNamara.

He stayed in Washington longer than planned and did not resume his law practice until January, 1964.

Mr. Gilpatric has been married three times and divorced twice. He has two daughters and a son by his first wife, Margaret Fulton Kurtz. His present wife, Madelin, is the widow of a prominent advertising man.

LEGAL NOTICE

SUPREME COURT, BRONX COUNTY
IN THE MATTER OF FORECLOSURE OF
TAX LIENS

BY THE CITY OF NEW YORK
IN THE BOROUGH OF THE BRONX, SECTIONS 9, 10, 11, 12 and 13

BY ACTION IN REM
GENERAL DESCRIPTION OF THE BOUNDARY OF THE SECTION(S) AFFECTED:
SECTIONS 9, 10, 11, 12 and 13 as the same appear on the TAX MAP OF THE CITY OF NEW YORK for the BOROUGH OF THE BRONX:

Beginning at the intersection of the westerly boundary line of Bronx County in the Hudson River and the boundary line between Bronx and Westchester Counties; thence running southeasterly along the last mentioned boundary line to the northerly line of East 238th Street; thence southeasterly along the northerly line of East 238th Street to the easterly line of Bronx Parkways; thence southeasterly along said easterly line of Bronx Parkways to the center line of East 238th Street; thence southeasterly along East 238th Street to Bullard Avenue; thence southeasterly along Bullard Avenue to East 236th Street; thence southeasterly along East 236th Street to Bronx Boulevard; thence southeasterly along Bronx Boulevard to East 211th Street; thence easterly along East 211th Street to Olmville Avenue; thence southerly along Olmville Avenue to Duncomb Street; thence southeasterly along Duncomb Street to Bronx Boulevard; thence southerly along Bronx Boulevard to the southerly line of Block 3357; thence westerly along the southerly line of Block 3357, as it diagonally crosses Burke Avenue, to the intersection of the southerly side of Burke Avenue with the center line of the Bronx River; thence easterly in a generally southerly and southeasterly direction along the said center line of the Bronx River, as it winds and turns, to the northeasterly limits of Block 2760; thence southeasterly along said northeasterly limits to the U. S. Pierhead line in the East River; thence southeasterly and easterly along said pierhead line to the northerly limits of the aforesaid Block 2760; thence southerly along the northeasterly limits of said Block 2760 to the boundary line of Bronx County in the East River; thence southeasterly and northeasterly along the said boundary line of Bronx County in the East River to the U. S. Pierhead and Bullard Line in the Bronx Kills; thence northeasterly and westerly along said pierhead and Bullard line to the Harlem River forming the boundary line of Bronx County; thence in a general northerly and northeasterly direction along the said boundary line of Bronx County as it winds and turns in the Harlem River to the continuation of the said boundary line in the Harlem River to the westerly boundary line of Bronx County in the Hudson River; thence northeasterly along said westerly boundary line of Bronx County in the Hudson River to the beginning.

PLEASE TAKE NOTICE

that on the 5th day of June, 1965, the Director of Finance of the City of New York, pursuant to law, filed with the Clerk of Bronx County, a list of parcels of property affected by unpaid tax liens, held and owned by the City of New York which on the 5th day of June, 1965 had been unpaid for a period of at least four years after the date when the tax assessment, or other legal charge became a lien, said list containing as to each parcel (a) a brief description of the property affected by such tax lien, (b) the name of the last known owner of such property as the same appears on the assessment roll for the last calendar year or a statement that the owner is unknown if such be the case, (c) a statement of the amount of such tax lien upon such parcel, including those which shall have been due and unpaid for less than four years, together with the date or dates from which and the rate or rates of which interest and penalties thereon shall be computed.

All persons having or claiming to have an interest in the real property described in such list of delinquent taxes are hereby notified that the filing of such list of delinquent taxes constitutes the commencement by the City of New York of an action in the Supreme Court, Bronx County, to foreclose the tax liens therein described by a foreclosure proceeding in rem and that such list constitutes a notice of commencement of action and a complaint by the City of New York for each piece or parcel of land therein described to enforce the payment of such tax liens. Such action is brought against the real property only and is to foreclose the tax liens described in such list.

No personal judgment shall be entered herein for such taxes, assessments or other legal charges or any part thereof.

This notice is directed to all persons having an interest in the real property described in such list of delinquent taxes and such persons are hereby notified further that a certified copy of such list of delinquent taxes has been filed in the

now to assess the toward a liberation. Soviet objections. Particularly pressed in disarmament circles, which not only were heavily represented on the Gilpatric panel, there has been an example of a tendency to view the Soviet States' objections as sincere if mis-placed. Within the State Department, however, the general attitude has been to interpret the Soviet objections as a bargaining maneuver designed to weak-

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